August 1969 No.57

M. & T. NEWS.

JUMBLE SALE

We will be coming to visit YOU
please be ready for us.

RAFFLE

£25 is needed to give 231 a new engine.
Your raffle tickets are enclosed
YOU can help by selling as many as you can.

The monthly magazine of:
THE SHEFFIELD OMNIBUS ENTHUSIASTS SOCIETY

STD

Wartime Buses

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SOCIETY NEWS

Rather a make-shift issue this month,as it has been produced in a hurry before I go on my holidays on 26th.August. Because Robert Banks has not had much time to get together all this month's news,the fleet news section is much shorter than usual,though made up for in length by more articles. Everything will be back to normal next month once the holiday period is over.

BOOTH AND FISHER LAST BEDFORD OB TOUR - Unfortunately there was not such a great response to this tour as we had imagined but this was certainly made up for by a very enjoyable run indeed.We are very grateful to the driver for taking us over every detail of Booth and Fisher's services,and pointing out the termini etc. on the way.A short article on this tour appears later in this issue.

TRANS-PENNINE RUN - 10th.August - As recorded in 'Stop Press' last month LRB 750 was entered for this at the last minute. Again we did not win a prize in the Concours de Elegance, probably because the chassis of the vehicles were also inspected (LRB's is rather filthy),but we did arrive first at Harrogate despite starting about tenth,and received an attractive plaque for completing the run.We had hoped to enter a further rally in St.Helens on 28th.September,but it now looks as if this will clash with the closure of the Cardiff trolleybus system (see below),but we will try and win a prize yet at some future rally.

GRAND TRANSPORT EXTRAVAGANZA - It now looks as though we will have a driver for LRB 750 on each of the three days of the extravaganza,Sunday to Monday, 30th.Aug to 1st.Sept. LRB will leave Central Bus Station,Platform F at 11.00 a.m. on each of the three days and you are invited to come along (bring your parents and friends!) on whichever day(s) you wish. On the Sunday,31st.August ex.Bradford Leyland 558 and ex Huddersfield wartime-Daimler 217 will be in Sheffield at 11.00 a.m. and we will be joining these in convoy to Crich. For further details please contact : MR.P.BEARDSLEY,59, HEELEY BANK ROAD,SHEFFIELD,2.

FILM EVENING - Don't forget the next Society film evening on WEDNESDAY SEPTEMBER 24th.We'll remind you about this on the

Jumble Sale collections

JUMBLE SALE As mentioned last month the Jumble Sale is to be held on SATURDAY SEPTEMBER 27th.As last year we will be calling on you in one of our buses to collect jumble,and enclosed with this magazine is a leaflet giving details of the date and time we shall arive.Please help us make this another great success.

COLOUR SLIDES Although just too late for last month's issue we are now able to include with this magazine a list of the colour slides available.Many thanks to Mr.P.M.Angell for his help with these.

CHRISTMAS CARDS - Just a few members have returned their forms re the Christmas Card Catalogue in aid of the Society. So that we can gauge just who is interested please will EVERY MEMBER RETURN THEIR FORM STATING WHETHER OR NOT THEY WOULD LIKE TO RECEIVE A CATALOGUE.Many thanks.

THE END OF CARDIFF TROLLEYBUSES - I have been informed that Cardiff trolleybuses will end in the weekend 27th - 28th September.This clashes both with the St.Helen's rally and with the Jumble Sale,thus,given that this date is correct the St.Helen's rally will not be entered.However quite a few members have asked if we can have a weekend run to Cardiff to see the end of the system,as we did with Bournemouth,and to ask if those not going will help with the Jumble Sale. We have yet to confirm with Cardiff Corporation the closure date,but given this to be correct LRB will,given sufficient support leave Sheffield early Saturday morning,arriving Cardiff Saturday afternoon,and stay there over Saturday night returning on Sunday immediately after the last bus has run to depot.Participants may either sleep on LRB on Saturday might or make their own arrangements in Cardiff.If you are interested in going please let me know (D.E.Vickers) and we will arrange a meeting of all those interested to discuss details of timings,cost etc.

VEHICLES

231 We have now found a source for another engine for 231, but this will cost us £25 in addition to our old engine.As we are very low on finances at the moment we cannot afford the £25 out of Society funds,and thus we are arranging a raffle for the '231 NEW ENGINE FUND'.Full details are

enclosed with this issue.

PHOTOGRAPHS

Just a word of thanks to the many members who have sent in orders for our photographs (have YOU studied our photograph list yet?) We are very sorry for the short delay in sending out one or two of the orders as our printer is on holiday at the moment - these will be posting within the next two weeks.

FLEET NEWS

(all news from D.E.Vickers and P.Beardsley)

SHEFFIELD TRANSPORT DEPARTMENT

Delivery of new Atlanteans has commenced.These have a most unusual front appearance having a revised destination layout with number at the side of the names,and a deeper windscreen.So far noted are 1135-41 BWB 135-41H.They are fitted with an air-operated hand brake as on the Seddon demonstrator.Several mechanics have already fallen foul of this on test runs and are not too pleased.

The next batch of changes to routes will commence on Sunday 7th September.A summary of these is as follows:

SERVICE 1 Extended from Catch Bar Lane to Bridge Street via Infirmary Road.Diverted at Foxhill via Cowper Avenue so as to help out the Service 91 in that area.

SERVICE 5 Revised timetable,a few journeys operated by one-man-double deckers.

SERVICE 7 All journeys to be operated by one-man double-deckers.As a result a revised terminus is introduced at Stannington.

SERVICES 8 & 9. Completely re-routed between Heeley and Norfolk Bridge via Valley Road,Carrfield Road,Gleadless Road Daresbury Road,East Bank Road,Arbourthorne Road,Park Grange Road,City Road,Dovercourt Road,Manor Lane,Manor Park Crescent,Harborough Avenue,Cricket Inn Crescent,Woodbourn Road,Staniforth Road,Effingham Road and Leveson Street. At rush hours only additional journeys will be operated via the old Inner Circle route,missing out Scott Road,and these will show route nos. 308 and 309.

SERVICE 10 Extended from Parson Cross to form a circular with service 89.All journeys to be operated by one-man double-deckers.

SERVICE 20 Will no longer run to Sheffield Lane Top,but via Norwood Road and Longley Lane to Southey Green.Returning via Longley Lane to City and Hemsworth.

SERVICE 31 - Diverted at Walkley Road to run via South Road and Carr Road in a loop. Journeys in both directions will operate the same way round the loop. Certain journeys at school times extended from Forbes Road via Malin Bridge to Wood Lane (Myers Grove Comprehensive School).

SERVICES 33 and 75 - Revised timetables

SERVICES 42 and 53 Mondays to Fridays - fewer journeys operated by East Bank garage. Saturdays - all East Bank journeys to be operated by Leadmill. Sundays - full service to be operated by Herries garage.

SERVICE 49 - Re-routed via Penistone Road and Southey Green Road. All journeys to be operated by one-man double deckers.

SERVICE 58 - Re-routed via Nether Lane and not Grange Lane between Wincobank and Thorpe Hesley. A low bridge on Nether Lane means that only certain types of double-deck buses can be used on this service (bridge is 14ft 2 ins high). There will be two termini at Thorpe Hesley, depending on the time of day.

SERVICE 89 Diverted to run via Southey Green. Extended from Yew Lane to Parson Cross to form circular with service 10. All journeys to be operated by one-man dohble-deckers.

SERVICE 97 - Revised timetable.

SERVICE 98 - Discontinued

SERVICE 120 - Certain journeys to be operated by one-man double deckers.

SERVICE 194 - Certain journeys to be operated by one-man double deckers.

It is understood an agreement has been signed re-the possible sale of the Joint Committee to the Transport Department. However, at the time of writing details are still a Corporation secret.

The Daimler Fleetline s-d demonstrator has not yet arrived, though it is said to be due any day now.

853 has now passed to Eckersley, Parr, St.Helens.

CHESTERFIELD Withdrawn - 195 YRB 195

CHESTERFIELD STEEL BREAKING AND DISMANTLING CO. This firm who used to scrap railway locomotives have now taken to cutting up buses. Three Sheffield buses along with a 'fleet' of London RTLs have recently been acquired for breaking.

DERBY CORPORATION

Withdrawn - 32 BCH 132 49 DCP 849

New are:-
220-37 XCH 420-37G Daimler Fleetline Roe H44/34F
The single-deck Daimler Fleetline demonstrator has recently been on loan to the Corporation. Details of this:-
KKV 700G Daimler Fleetline 62745 Willowbrook B43D

Vehicles in the new one-man livery now include 183,193 and 220-37

One-man-operation started on rte.57 on 20th.July. The vehicles carry a small orange board on the front and on the side by the entrance door saying ONE MAN OPERATED PLEASE TENDER EXACT FARE. Solomatic machines are used and change machines are also employed thus giving the driver quite an easy task.

EAST MIDLAND The bodywork of R254 has been completely destroyed by fire and only the chassis remains. This was in the depot at Chesterfield on 5/8/69

GREYHOUND Recently acquired are :- HJY 272/3/4/5/7/9/80/2/3/4/5/6. These are ex-Plymouth Corporation 372/3/4/5/7/9/80/2/3/4/5/6. They are Leyland PD2/12s with Leyland H30/26R bodywork.

HALIFAX CORPORATION
Withdrawn - 200 ODK 770, 115 GJX 327, 291 JJX 598G
291 has gone to Daimler and is to be used by them as a demonstrator.

ROTHERHAM 211 is still going strong and has recently had a major overhaul, using spares from 210/2. One or two new panels have been fitted and the vehicle has been partially repainted, so perhaps the vehicle still has a bit longer to live, particularly as the Road Tax and PSV do not expire until May 1970.

WEST RIDING Wulfrunians 876 and 984 were in a scrap yard at Royston on 20/8/69

YORKSHIRE TRACTION On 20/8/69 the following vehicles were delicenced outside the depot:-
EHE 924/5/6/7/9 EHE 50/1/2/4/6/6 JHE 836/7/9/40/2/3
NCX 179?(accident victim).
The following vehicles were in the process of being repainted on this date :- JHE 512/5E and NHE 124

TROLLEYBUSES

BOURNEMOUTH all the 29 remaining MF2B's are reported to be in a scrapyad at Woodsetts after the deal with Walsall for these had fallen through.

e either 27th or 28th.September.On Sunday 14th.September a tour has been arranged by the West Riding trolleybus Society using preserved Cardiff trolleybus 262 and a 1955 service trolleybus.

BOOTH AND FISHER

3NU 235 Leyland/Leyland B44F new 1952 has been sold to a contractor and was collected on 21/8/69. 19 DRA has been fully overhauled and repainted,and has received a certificate of fitness for a further 5 years.The last OB MNU 83 with Allsop B29F body was withdrawn on 22/8/69.

LAST BOOTH AND FISHER BEDFORD OB TOUR - 22nd.Aug.1969

There were only a dozen passengers waiting in Harmer Lane when Booth and Fisher's last remaining OB - MNU 83 with Allsop B29F pulled in for what was to be her last run.It was still raining slightly after a day of very dull weather,and it was hoped it would brighten up for photographs later on. Our own OB - LRB 750 had been parked on the car park alongside a Bedford SB,owned by Land Pyrometers of Dronfield, which 'lives' at Pond Street overnight,and MNU 83 set off with its small party for the Earl Street terminus of the Booth and Fisher Sheffield service,for the run over both B & F routes.

There was just one intending passenger in Earl Street awaiting the service bus,who was a little dismayed when we did not stop.By now the weather had brightened a little, and a stop for photographs was made on Asline Road - the only road in the Sheffield boundary used exclusively by Booth and Fisher buses.MNU 83 climed steadily Chesterfield Road and Meadowhead,and as we turned into Norton Lane the driver pointed out the piece of tarmacadam that was the first B & F setting down point.Through the new Batemorr estate and along the short stretch of country to Coal Aston MNU left Sheffield behind,and turned right at Green Lane,where,up to two years ago the Booth and Fisher route had turned left, now diverted to serve the expanding Holmesdale Estate.The short extension to Marsh Avenue,used only by certain journeys,was covered - here the service reverses into the avenue to one of the very few bus shelters owned by B & F. MNU 83 then took a double loop around the Holmesdale Estate to show the roads used by the estate only workings,and then set

out once more along the Killamarsh route.As we turned left from Oakhill Road to leave the estate a short stretch of steep hill was encountered.Here the driver informed us,was where the service always gets stuck when snow is on the ground,and out of the full fleet there was only the OB's that could master this hill in winter.Thus,as soon as the first service bus came to grief,the OB fleet would be sent out to work the Killamarsh-Sheffield service for the rest of the day (what will happen this winter?).

Out in the country again a short stop was made for photographs along the picturesque lane to Apperknowle. Then,under way once more MNU 83 was soon showing that she could still display a good turn of speed,and indeed touched 55 m.p.h. on the road to Eckington.Thus it was not long before the B & F depot at Halfway was reached, and the opportunity was taken for photograohs while it was still light.The only OBs there were the two most recent withdrawls - MNU 84 with broken half-shaft,and JAD 836,the last Mulliner bodied vehicle.However the firm still has an interesting variety of buses,from small Albion Nimbuses to a 51-seat Strachan bodied Ford dual purpose vehicle.

However there was no time to waste,and MNU 83 set off once again bound for the outer terminus of the Sheffield-Killamarsh service.On the way the original depot of B & F was passed - the firm began bus operations in 1921,and the house of the founder of the concern Mr.Booth,who,at 83 years of age,is still very active,and,although retired, maintains a great interest in the firm.From the High Moor terminus of the Killamarsh route MNU followed the extension on the Worksop route,used only by some journeys via Upperthorpe,passing en route an old tram (believed ex-Salford) in use as a greenhouse.We now retraced our steps via Halfway to cover the Beighton end of the Worksop route,and found the terminus to be just a spot alongside a piece of waste ground,with no indication at all of a bus terminus.Back through Halfway for the third time,MNU now began the long run to Worksop.For a short way this follows the SJOC services 6 and 19 through Wales (not the country) and Kiveton Park,before turning right to Harthill.Here,to return to the Worksop Road, buses must reverse into a country lane,and return through the village.From Harthill to Shireoaks there is very little housing,and MNU kept up a fast speed through the pleasant countryside.

On reaching Shireoaks we are plunged into an urban area again, and turn right for the last leg to Worksop. The final district before the town is Rhodesia (!) but we are soon in Worksop town centre, and MNU 83 is parked at the rear of the Bus Station, where the Beighton service terminates, for a short fish-and-chip stop. Booth and Fisher is the only independent operator in Worksop, East Midland buses being much in evidence, though a solitary SJOC coach 1007 passed through on the 85 service to Sheffield.

The return journey was to be a fast run via the main road and motorway. As this was to be MNU's last run little harm could be done by taking her at a faster speed to normal and, once on the motorway she really showed what she was capable of, the maximum speed reached being 63 m.p.h. - a splendid performance for a vehicle 21 years old. Thus it was only a few minutes before Tinsley was reached and MNU had to slow down again - 30 m.p.h. seeming like walking pace after her motorway sprint. To bring back old memories the British Railways contract route was followed into the town centre, a contract which, unfortunately B & F lost to East Midland and Sheffield United Tours last year. Shortly after 10 p.m. MNU pulled into the Bus Station at Pond Street where some of the party alighted.

On the way back to the depot MNU had a call to make at Norfolk Park, and while some members remained on board, three took our own LRB 750 to the Halfway depot to await her arrival. Another fast run brought MNU to Halfway very quickly, and the LRB passengers boarded her for the last few yards into the depot, which she entered for the last time. Each remaining passenger was given a souvenir tax disc and PSV licence disc from MNU, dating back to 1960, final photographs were taken, and, after thanking the driver, we set off back to Sheffield in LRB.

To my mind the end of the era of the OB with B & F means virtually the end of the OB in the country, as , whenever the Bedford OB is mentioned, this firm, which has owned over 30 of these immediately springs to mind. It was a shame that there was not a greater turn-out for this trip - I hope more members can join us on the next one, but it was certainly worthwhile holding, and a very enjoyable experience.

In conclusion I would like to thank Mr. G. Booth for allowing us to hold this tour, and for all his help in the past with the OB's, and our driver for his patience with us.

"STOCKPORT,MISERY SQUARE...." Part 2 cont'd
(Reminiscences of a summertime temporary)
by F.J.Thompson

This trip to Stalybridge hearked back to tram days when the express bus from Stockport ran alternate trips to Ashton and Stalybridge,but now SCTD has no service journeys to SHMD land.Oddly enough many Crossleys(and some Guys and TD4's) had had "Stalybridge" on their blinds,but this was cut out around 1960.This works "tour" was liable to go wrong after Hyde because few drivers knew their way. Friendly regulars would oblige by giving frantic signs to a neck craning driver.... The old SCTD men used to follow the decaying SHMD traction poles along this one-time tramway,but they had all gone by the time we happened on the scene.SHMD,incidentally,themselves had a morning and evening works run from Ashton to "Cheadle(Simons Works)" and used anything from throbbing Daimler CVD6DD's to standee saloons.I think the unique Atkinson decker turned up one day,but not one of the CVD salloons.

That summer drew to a close all too quickly,and there was much to be learnt about the organisation of a transport system,even on the homely and none-too-large scale of Stockport's.The ramifications seemed endless,while the problems like traffic congestion and upset timings seemed intractable;the complications of scheduling seemed to be a nightmare on their own,and it was a relief to be given your "turn" and do it,rather than have to think it all out from stratch.The reception of us "summertimers" or "fair weather boys" had been quite favourable,except for a few crusty rigid bods who disliked working with someone different, so why not again the next year?

Another stint began the next year,and for a full 13 weeks this time. "Misery Square" it was indeed when it rained,because the depot yard setts were treacherously slippery (resulting in at least one bad fall and broken spectacles),and the tramlines brimmed with rainwater, glistening with the spectrum of oil.The 2nd time round brought home the dim,dank,and not too hygenic Heaton Lane depot canteen,which seemed unchanged since early tram days, and was pretty demoralising for the staff.

Wet nights,leaping off the bus as it swung into depot, with your TIM-box and time board in hand and cash bag full of bagged-up money... then splashing over wet flagstones and pushing into the incredibly noisy paying-in room with everyone frantically counting cash and glancing at the clock

someone banging his gear about in the very next cubby-hole... the old Tiger outside,revving up impatiently before setting off on its staff bus run...more looks at the clock and jpstling to get paid in and off home...these things are that side of it not obvious to the casual enthusiast.Then the rush to the window with your cash stacked in a tray for the cashier pushing and cursing for a place,and grumbles at any slight delay...everyone finishing around 2250 - 2320 ... all this at first takes the gilt off the ginger-bread if you start the job with a romantic view of bus work.

But you get used to all this,including the odd driver who'll offer to help you cash up and "make" a few bob for himself in the process...the return for another summer was merely to take up where we had left off.The TD7's had been withdrawn,and Crossley 226 had lost its roof under Wellington Road Bridge when someone tried to bring it back from a morning part day 39 or 40 the shortest way,instead of going via King Street West.The four TS's,183/8/92/200,still survived miraculously,and did an occassional all-day 75 turn,as well as the special school runs involving numerous back streets which normally never saw a bus of any sort.One of these journeys(for handicapped children) began by doing a run to Adswood on the 24,about the only other service on which the Tigers ever now appeared.The reason these saloons had lasted so long in great numbers (18 till mid-1962) was Bird Hall Lane Bridge at Cheadle Heath which stopped dd's from reaching Simon's and other works there.This road was then lowered,and at one blow 14 Tigers were then axed,which meant no more saloons to Hyde and Stalybridge and on other routes normally dd only.

The really prize exhibit there...the solid tyred Karrier breakdown lorry numbered 106 (in the tram series,because 106 was a bus) which would still perform when required.It had been given a shiny new exhaust manifold during the winter, and in vain did I plead with the mechanic who looked after it to start it up.But no "It'd take too long,lad,and any'ow I'd need a stack of newspaper to burn next to the breather (air intake)" Then someone spun a yarn that this aged veteran had recently been called out to tow Manchester's huge glossy modern AEC Matador breakdown wagon which itself had gone demic! How true that was I never found out.

This longer second stay produced much more time on "depot" i.e. sat in the canteen,and so I got someone to

explain the roster sheet system,based on senority.Briefly newcomers,pnce "tracked up",worked on the busiest routes liked Reddish and worked through this sheet until someone died,left,retired or was promoted.Then,in time,he would move onto the Ashton sheet and do a couple of years there and move on to the dreaded "two's" (the 92s). After that, and a few more years there would be sweeter but still (then,if not any more) busy pastures on the "47 Sheet." And then moves later in life on to "Stepping Hill",and finally,if you had endured it long enough,the final move onto the "Top Road" (or Top Sheet) that had all the "old-man's turns" on easy routes like Woodford,Romiley-and-Greave,and some West Didsbury turns,and,of course,the 74 safari. there was quite a bit of bad feeling against the Top Roaders (some of whom used to say "We work very hard on here,when we can't avoid it...") especially as their tracks got all the newest buses,served the best districts,and they themselves worked quite a few of the peak hour extras that "pushed" you on your service journeys instead of helping you out as they were meant to.Yes,in this respect,Stockport was very stratified,and this bred discontent in the ranks. I must mention one "Top Roader" who still had a year or so to go when I last saw him,he started driving for Sharps of Longsight on their Woodford route before it was taken over in the mid-1930's by MCTD,NWRCC & SCTD.And now there he was,back on his old route at the wheel of an SCTD PD2. Poetic justice?

That second summer passed just as quickly as the first, and with the duties on many more different services and extras than before.It seemed set to become a regular job during ensuing summer vacations,but a long talk with a "Western" conductor travelling to work on one of our 30's from Bredbury gave me ideas of looking further afield,as did a Stockport mate who said it would be much more fun "on the Ribble" But I was a bit scared of full loads with big fares,having got used to the short-riders in Stockport.

The fate of the Tigers was finally sealed towards the end of that season,when gossip had it that 75 was to be double-decked.The special "sheet" of 75 route crews would also lose its identity,leaving only a few wrinkled old Stalwarts on the "spares Sheet" who rivalled the Top Road for easy turns.Sure enough,the conversion went ahead, and that was the end of the Tigers,but not before a fabulous PSV Circle tour on Arab 217 and Tiger 188 to Ashton and Stalybridge garages.They had had a good innings,especially 192 which had had its nearside ripped off in an accident

in Edgeley at the end of 1955.But SCTD patiently rebuilt it bit by bit and in June 1958 192 went back into service after a first class refit.Small compensation for the loss of these thoroughbreds was the arrival in ones and twos of ELCB/PD2's numbered 1-10.These did mean a bit of innovation,what with their flourescent lights and translucent roofs - the first in the SELNEC conurbation I think. The numbering reflected the new General Manager (F.Brimelow,formerly of SHMD who started at 1 all over again there too) And,what was wonderful, 1-10 went straight onto the 92,while the Top Sheet had to make do with the Longwell Greens,known as the "Bristol bodies" and the Crossley/PD2s.None of the tin-fronts ever got onto the Reddish or Ashton routes,which remained solidly PD2/ Farington for some considerable time to come.One noticable thing about 1-10 was their number blinds which had all sorts of additions to cover short workings : 16X,26X,30X,39X,47X and even 90,which is Marple to Stalybridge,on which SCTD have powers to run,but do not exercise.This seems tied up with NWRCC not using their poers to run on the 33 (and now 34) to Romiley and Greave.

It had been good to go on the back for a bit, and if at times it got bad,even in Summer,spare a thought for what it must have been like in the depths of winter when you have to fight for your living in extreme weathers and numbing cold.The human side was instructive,and passengers,who are your source of livelihood are also your fund of memories reactions and grumbles.They were slower to get on in Stockport,and thought they owned the bus in the more select areas, but at least they knew where they were going and what time you were due away.Whereas in Manchester,they were quick to board,but asleep to the fact that you might be a short working or even go a different way to the same point.So long as it was red,it must go their way...

Finally let us remember that,as things stand at the moment,all the SELNEC operators who make up our interest and give us our variety are due to disappear at the behest of grey-minded,doctrinaire and short-sighted planners who wish to impose a London Transport type uniformity upon us. For a while it will be interesting as all the small territories and fleets are combined and shuffled about,but in time the dull fog will descend as all the open platforms are banished with the aid of Ministry grants.

But the spirit of Stockport need not die if you,readers

colours by supporting the group who have saved Tiger JA 7585,and whichever group eventually gets Crossley decker 321,kept at Heaton Lane,which will eventually be thrown out by some "new broom" mind brought in by the Passenger Transport Executive,when it begins its evil weeding out operations.

SHEFFIELD BUSES IN WARTIME - THE GUY ARAB 1 and 11

BY K.BEEDEN

From the outbreak of war and up to the 1942-3 period the British public had gradually become accustomed to lower standards of day to day living that included food and clothing shortages and many other important items,so it came as no surprise therefore when it was announced by the Ministry of War Transport that an austerity double deck bus was to be produced to meet an urgent demand for replacements for ageing and war damaged fleets.

As an interested schoolboy at the time I was delighted to learn that Sheffield was to have some allocated,and waited expectantly for their arrival.I reasoned that as Sheffield had been supplied with a number of double deckers in 1942 numbered between 461 and 477 consisting of one Daimler, nine AECs and four Leylands with an assortment of utilitarian or in the case of the Leylands 474 and 475, bodywork close to pre-war standards,then the latest product would most likely have an AEC or Leyland chassis.

However,when I did evntually encounter the first of these new austerity buses in 1943 I was astounded to find I was unable to identify this latest entrant to the Sheffield fleet.The rear wheel hubs were totally different to the ones I already knew and in addition the bus was endowed with some very curious engine and gearbox noises which appeared to be out of character in the City.Very definitely the design had all the appearances of stark utilitarianism embracing the chassis and the severly angular lines of the bodywork. The sombre grey livery did nothing to enhance the appearance and with black painted radiator.lamps and mudguards the effect was positively funeral and when one condidered the whole tended to give an impression of dire poverty.On closer inspection it could be determined that the chassis manufacturer was Guy Motors Ltd. and the bodybuilder proved to be Weymanns Ltd. but of composite construction and not metal framed.

In direct contrast to the pre-war standards of fluid-flywheel/preselector AECs and torque convertor equipped Leylands the Guy Arabs incorporated either a 5 or 6LW

Gardner power unit,a two plate clutch and a four speed sliding mesh grearbox lacking the refinements of constant mesh engagement which was niceley calculated to harrass many drivers.To round off the specification,the cunning position of a reversed gear selection layout whereby first and second positions were situated on the RIGHT HAND side of the gate and third and fourth positions on the LEFT could outwit,some of whom were convinced that Adolf Hitler himself had designed the Arab to create havoc on the streets. The truth was though that the bus was based on a Guy design of about 1933 so retaining features that in 1943 were a little dated to say the least!

The resultant effect was to produce some of the curious sounds mentioned earlier,for,if the driver forgot the reversed characteristics of the gear layout he could,for example,attempt to start off in fourth and at other times engage a lower ratio when what he wanted was a higher one. For many weeks the writer was well aware of the crashes and scrapings from the protesting gearboxes in contrast to the clacking bark of the Gardner engine until finally the art was acquired.Eventually Guy produced a box which incorporated constant mesh and normal selection so enabling the earlier model to be replaced if desired.Some,if not all, the Sheffield Guys were so treated and if one looked in the cab the constant-mesh lever was distinguished by a red knob rather than a black one.

On the credit side the Arab featured an efficient system of flexible engine mounting which went a long way to giving the vehicle a pleasant,almost vibration free ride-engine noise was quite subdued from the inside even when the 5LW unit was fitted,but it must be said that in all respects the 6LW was far superior.Despite an unladen weight of around a ton more than the immediate pre-war double-deckers the 6LW powered Guy was no sluggard and with the help of well-chosen gear ratios well known Sheffield hills,such as Bransley or East Bank Roads could be climbed in third gear with something approaching a full load of passengers.The grey livery gave way to a combination of khaki and cream similar to the early driving instruction buses,culminating in the standard cream and blue.

Although the Sheffield Arab fleet totalled twenty it is of interest to recall that not all were delivered with utility bodies for five received MCW bodies that should

have graced some Manchester Corporation Daimler COG5s that were lost in an air raid on the Daimler Works and in spite of the grey livery the metal framed bodies to the then elaborately curved Manchester body design lent a bit of tone to the city streets. One other odd man out deserves mentioning, this being the only wartime vehicle of any description that was operated by Sheffield having bodywork by Park Royal - numbered 484. In many respects the Park Royal wartime body was similar to the Weymann, but there were a number of detail differences - one being the lower set of the front destination indicator which distinguished 484 from a distance - and it always seemed to have the edge on all the other 6LW Arabs as far as performance was concerned.

There were six Arab Is, 483 with utility Weymann body, 478-482 having the MCW Manchester type bodies and 14 Arab IIs comprising 484 with Park Royal body and 486-491 with Weymann bodies in the A fleet, plus 16-18 and 42-45 having Weymann bodies in the B fleet. The 'B's' could normally be found on the Stocksbridge and Dore services in addition to helping out on the Shiregreen and Woodthorpe services which seemed to be the province of the 'A's'.

The designations Arab I and II were apparently not official terms but their adoption was sensible for on the early types the radiator was almost flush with the cab front if the 5LW engine was fitted but protuded snout-like when the 6LW was specified and these were termed Arab I. On the Arab II however the radiator stuck out well irrespective of which unit was installed, thus allowing the maximum body space with either unit. As a direct result of this modification the Ministry of War were obliged to rescind the then current maximum length of new double deck buses at 26ft and to substitute a length of 26 ft 6 ins, for the Arab II exceeded the former maximum length by quite a few inches.

So far as I can remember the following were delivered with the 5LW engine - 483/78/80/2/6-7 16-18 and 42-45, the 6LW being fitted to 479/81/88-91 but in later years most of them received 6LW units, 480 also receiving Laycock-Neale air brakes at about the end of the war. In the early post-war years the acute shortage of vehicles brought about a policy of make do and mend and the wartime timber bodies on the Guys were showing obvious signs of rot and corrosion so that 16-18, 42-45 and 486 were rebuilt by Charles Beale of Westcliffe-on-Sea, Sheffield Transport Department and others so enabling these and the metal framed 478-82 batch to serve until the mid-fifties and, as is well known

4 had the distinction of receiving a new body by Roe in 1953 which lasted until the early sixties.

Looking back I can reflect upon the wartime Guys with a great deal of nostalgia for they had many attributes to gladden the heart of an enthusiast though possibly those responsible for their maintenance would not agree for they appeared to be prone to failure in the early days. I well remember 488 breaking its offside rear axle at 9.0 p.m. one evening on Sicey Avenue and another occassion when the gear lever parted company from the gearbox on 42 at Hucklow Bad one Saturday afternoon in 1945. The most memorable trip I can recall however was on 489 early one hot Summer afternoon for the Guy had shuttled a load of sun-seekers to Fox House, and apart from myself 489 proceeded empty in great haste back to the Midland Station to collect more passengers bent on an afternoon out. The journey back to Sheffield was completely non-stop at express speed and, I would add, in the days before the three nasty bends had been purged from the Fox House road, and in true Arab fashion the Gardner engine clattered and barked, the clutch whistled and the exhaust burbled and spat to be punctuated by hollow booms that were produced by the top deck roof whenever a piece of rough road was traversed at speed.

As mentioned earlier 45 remained to exemplify the Guy marque in Sheffield into the 1960s but its career ended abruptly when its 6LW Gardner engine developed a serious defect on a route 57 short working thus saving the Transport Department the decsion on its date of withdrawl.

MATCHBOX BUSES Part 1

by D.C.Tummon

The larger scale Dinky models are fairly well known, but relatively little has been set down in print about the Matchbox models. This I intend to rectify.

The first model bus was no.5 Somewhat predictably this is a London vehicle with roof no. box indicator, although the front destination box has "No.5" in it. The prototype is somewhat difficult to identify, but I would favour a post-war STD. The scale is about 1/165

The second version of no.5 arrived fairly soon after. This was better detailed and had a 4 instead of a 5-bay saloon. It also had adverts for Matchbox toys on the

decency panels.The general body shape,however,still resembles the STD,but the radiator is more like a wartime Daimler crossed with a Maudslay.The scale is large at 1/156

The next No.5 was of the ubiquitous Routemaster.This possesses neat BP adverts and correct destination indicator layouts.Origianlly these had grey wheels,but later black. The general bodyshell is fairly accurate considering the small scale and the radiator shell is fairly similar to the prototypes.The scale is 1/126

The latest,and current No.5 is another version of the Routemaster.This is slightly larger at 1/120.This is better detailed and more accurate.The radiator shell is more like the production model than the prototype.The model also has seats moulded in white plastic.This model is still produced by Matchbox - out of four model buses in the range.

(To be continued

BOOK REVIEW by Monocoach

THE BRITISH TROLLEYBUS SCENE 1950-69 R.F.Mack
39 pages 8½" x 5½" 58 pages plus cover 6/6d

This is a general survey of British post-war trolleybus systems.Rarely are there more than two photographs from each system.There is a short forward,up to date list of closures, and a list of preserved trolleys.

The main part of the book is concerned with excellent photographs of post-war systems,mainly previously unpublished.Of interest are photographs of 4 dewirements and 4 tower wagons.There is no particular order to the photographs and the price seems to be a little high.Otherwise an excellent publication which lends itself to a second volume.

LATE NEWS BIRMINGHAM CT. P.M.Acton

Seen on passing through - more OMO double - deck services are 39,61,62 and 63.

NORTHERN TROLLEYBUSES

On our Jumble Sale collections we intend to get around to a lot more of our 'Northern Trolleybuses' members than last time - please be ready for us.

EVEN MORE ON HULL AND GRIMSBY CLEETHORPES TROLLEYBUSES

by G.Astin

I am most indebted to Mr.H.Brearley for his further information on Hull trolleys which solves many mysteries.

It may be of interest to readers that in anticipation of its proposal for running trolleys being granted in 1930, 12 Guy 3-axle trolleybuses were ordered but as this proposal was unsuccessful the order was changed to that of 12 buses. The 1930 meeting proposed to run trolleys along Newbridge Road and probably to Southcoates and then into the East Hull Estate,this service would have thus replaced a MOTORBUS service.

Although the 69 service was extended a very short distance to Meadowbank Road,and thus was longer than tram service A that it had replaced,tram service AP had continued for a further half-mile along Anlaby Road past the 69 terminus.

Although most of the Hull vehicles were scrapped between 1961 and 1964,the original Leyland TB2s with Weymann bodies went sometime before these years.Nos. 1-13 were disposed of prior to 1953 (CRH 925-37),whilst the remainder,nos.14-26 (CRH 938-950) were replaced between 1953 and 1955 by the "Coronation" Sunbeams.

The livery of the Grimsby vehicles prior to the joint undertaking in 1957 was maroon or red,and cream.The Cleethorpes UDC livery was grey with blue bands.The joint undertaking's livery is medium blue and cream.

FLEET LIST OF GRIMSBY AND CLEETHORPES

by H.Brearley

GRIMSBY

Commenced Running 1926 Total Abandonment 1960

* = vehicles taken over by Grimsby-Cleethorpes on amalgamation 1957.

						Elec.Equipment
1	EE 6461	Garrett	D 300	Roe	1926	Garrett
2	EE 6462	"	301	"	"	"
3	EE 6463	"	302	"	"	"

4	EE 6464	Garrett D	303	Roe	1926	Garrett	
5	EE 6465	"	304	"	"	"	
6	EE 6466	"	305	"	1927	"	
7	EE 6467	"	306	"	"	"	
8	JV 5001	AEC 663T	077	"	1936	Metro-Vick	
9	JV 5002	"	078		"	"	
10	JV 5003	"	079	"	"	"	Withdrawn
11*	JV 5004	"	080	"	"	"	1957
12	JV 5005	"	081	"	"	"	
13	JV 5006	"	082	"	"	"	
14*	JV 5007	"	083	"	"	"	1957
15	JV 5008	"	084	"	"	"	
16*	JV 5009	"	085	"	"	"	1957
17*	JV 5010	"	086	"	"	"	1957
19*	AEE 22	Karrier W	50336	"	1944	"	1960
20*	AEE 23	"	50337	"	"	"	1959
21*	AEE 24	"	50338	"	"	"	1960
22*	AEE 25	"	50339	"	"	"	1960
23*	AEE 26	"	50340	"	"	"	1959
24*	AEE 27	"	50341	"	"	"	1960
1*	JV 8701	"	50072	Pk.Royal	"	Eng.Elec.	1958
2*	JV 8702	"	50073	"	"	"	1958
3*	JV 8703	"	50074	"	"	"	1958

19,20,22,24 were sold to Bradford 1960

CLEETHORPES

Commenced running 1937 Total abandonment 1960

50	FW 8986	AEC 661T	188	Pk.Royal	1937	Metro-Vick	
51	FW 8987	"	189	"	"	"	
52	FW 8988	"	190	"	"	"	
53	FW 8989	"	191	"	"	"	
54*	FW 8990	"	192	"	"	"	1957
55*	FW 8991	"	194	"	"	"	1959
56	FW 8992	"	196	"	"	"	
57	FW 8993	"	197	"	"	"	
58*	FW 8994	"	193	"	"	"	1957
59	FW 8995	"	195	"	"	"	
60	AFU 153	"	265	"	1938	"	@
61	AFU 154	"	266	"	"	"	@
62	AFU 155	"	267	"	"	"	@
59*	GFU 692	BUT 9611T	131	N.C.B.	1950	Eng.Elec.	1960
60*	GFU 693	"	132	"	"	"	1960
61*	GFU 694	"	133	"	"	"	1960
62*	GFU 695	"	134	"	"	"	1960
63*	HBE 541	Crossley	94444	Roe	1951		1960
64*	HBE 542	Crossley	94445	"	"		1960

@ = Sold to Nottingham 1940
159-162 and 163-4 were sold to Walsall Corporation 1960

THE HASTINGS TRAMWAYS COMPANY

By Peter J.Blake

The Hastings Tramways Company was founded in 1900 although services did not commence until 31st.July 1905. Early in 1907 services were extended.The line along the front commenced on January 12th. 1907 using the "Dolter" system. In March 1914 the "Dolter" system was replaced by petrol-electric trams which was itself replaced by the overhead wire system on March 20th.1921.

A few years later it was decided to convert the whole system to trolleybuses.The last tram ran on March 13th.1929, although the first trolleybus ran on 1st.April 1928.

The "M & D" took over in November 1935 who ran it as a separate company until October 1st.1957 when the company was totally absorbed.

FLEET LIST

1-10	BDY 776-85	AEC 661T (EE)	Weymann	H54R	1940 - 1959
11-20	BDY 786-95	AEC 661T (EE)	Pk.Royal	H54R	1940 - 1959
21-30	BDY 796-805	Sunbeam W(BTH)	Pk.Royal	H56R	1946/7-1959
31-45	BDY 806-20	Sunbeam (BTH)	Weymann	H56R	1946/7-1959
3A	DY 4695	Guy BTX	Dodson	O56R	1928 - 1959

NOTES 1957 fleet absorbed by Maidstone & District
3A is still running with a Commer TS3 engine
This is not a complete fleet list. Hastings Tramways also had more Guys and some Ransomes,Sims and Jefferies,the latter,I believe were single deckers.Further details please.
Livery : Brown and Cream Garage : Hastings,Silverhill

TROLLEYBUSES OF THE SOUTH

by H.Woolford

Part 6 BRIGHTON

The correspondent on early trolleybuses has dealt with the early installation,thus I will deal with the 1939 installation.

In 1939,as usual,the trams needed replacement,and thus it was decided to employ trolleybuses for this purpose. A total of 61 vehicles were delivered,all from A.E.C. and

were in the standard red with cream window surrounds. The solid construction of these vehicles can be illustrated by no.6342 - withdrawn in 1961,and in 1968 it was operated on a Tees-Side tour.Despite 22 years of service and 6 years of idleness it functioned perfectly.

Of the fleet 50 were owned by Brighton Corporation. Brighton Hove and District could operate 20% of the workings and thus added 11 trolleybuses to its fleet. These could only be distinguished by numbering and the lack of the municipal crest.

The buses came to the sea front at the Black Rock and the Aquarium.They were normally seen first by the station and would then thread their way through narrow-back streets to the Old Steiene.

Agreements with other local companies and the need for coordination spelt the end for the 'non-standard' vehicles.On 24th.March 1959 all routes ceased except those to Hollinbury and Preston Grove,which finished on 30th.June 1961.However four Corporation buses went to Bournemouth,and two each to Maidstone and Bradford.Three B.H.& D. vehicles also went to Bournemouth.The Bournemouth vehicles were withdrawn in 1964,the others had vanished by the end of 1966.

To Sum Up :

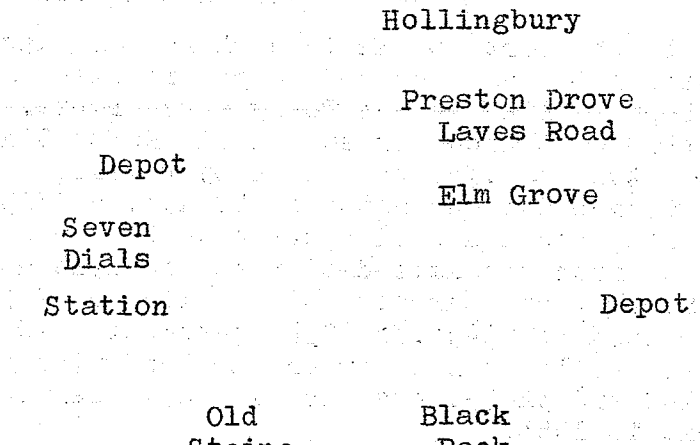
BRIGHTON C.T.

1-50 FUF 1-50 AEC 661T Weymann H56R

BRIGHTON HOVE AND DISTRICT

6332-6342 CPM 51-61 AEC 661T Weymann H56R

MAP OF SYSTEM



ASHTON - UNDER - LYNE TROLLEYBUSES
by H.Brearley

Ashton-under-Lyne started a railless system on the same day as Oldham,purchasing 8 buses said to be identical with Oldham's two.Built at Shorts,with English Electric Equipment,35 h.p. Dick Kerr Motors at 500 volts,controller Dick Kerr series parellel they had 4 running speeds and foot control. Alderman R.S.Oldham started the service and went to the Oldham boundary to meet the Oldham Cars. Only a year later Oldham disappeared from the trolleybus scene,but Ashton went on to build up a good fleet and to run in conjunction with Manchester.The first 8 buses were old time type,with solid tyres,and were numbered onto the tram fleet 50-57.By the time the next buses had arrived in 1937 the modern trolleybus had been developed,and thus Ashton's fleet from then on was up-to-date.One diversion was that a Garrett was loaned from Leeds in 1928 for one week.

48,52 and 55 were Leylands with English Electric bodies, and then the Crossleys came on the scene with various fleet numbers between 49 and 60. 61 was a Sunbeam with Park Royal body built in 1944,rebuilt by Roe in 1958,as was 62. 63-64 were rebodied by Bond in 1955.65-66 were sold to Bradford in 1960 but never ran there. 5 more Crossleys and 8 BUT 9611T the latter built in 1956,completed the fleet,which was run down and finally abandoned in 1966.

WEST HARTLEPOOL TROLLEYBUSES

Again to the North of England where West Hartlepool by Council Minute in 1923 decided to run railless and so started a small fleet in 1924 on the Foggy Furze route.This started at the bottom of Church Street and via North Side,Church Square to Stockton Road.The cars were by railless ltd,and were central entrance s-d one motor of 42 h.p. at 525 volts. A decided step back in design,but a novelty were 3 open-top railess cars much the same design as the 1913 d-d tried at Brighton.Straker and Garrett s-d's followed of poor design, these were numbered 1-31.In 1938 up-to-date d-d buses came on the scene built by Daimler and Leyland with Roe bodies numbered 1-9 and 32-39.These continued in service until abandonment in 1953.

WIGAN TROLLEYBUSES

Back from the north to Lancashire and Wigan who decided

to start railless on a narrow gauge tram route - the Hartland Hill Bridge route.This started in 1925 and ran until 1931.The Wigan Council visited Birmingham and Wolverhampton,but actually never obtained official powers to run Railless.The fleet consisted of 4 buses,but not of good design and the system was opened by the mayor,Counc. T.Holland at the junction of Market Street and Woodcock St.

The four buses were Strakers supplied by Clough Smith with Brush bodies. s-d centre entrance,both trolleys on one base,40 h.p. motors at 500 volts contactor control. Just another experiemnt.

OLDHAM TROLLEYBUSES

Oldham - another experiemnt.The council met on Jan 2nd. 1924 to discuss Railless in conjunction with Ashton-u-Lyne and agreed to start a service between Starr Inn Oldham and Ashton.This was to replace a tram service.Oldham purchased two cars,from the R.E.T. Co. and built at Short Bros.works at Rochester.Nos.1-2 reg BU3861 & BU 3864.The service started August 1925,put Oldham pulled out in Sept.1926 and reinstated trams to the boundary.

Many thought at one time that the Oldham trolleys were left to rot,but this was not so.The bodies were sold in 1929 for £5 each,and most of the other parts went to Ashton. for £40 - a bargain for Ashton and a loss for the Oldham ratepayers.So ended another chapter in Railless.

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WHEN A TROLLEYBUS DEWIRES

Part Two.

The first part of this article appeared in M & T News early in 1968,and I have often been asked why it wasn't continued.Thus,better late than never,part two appears below.

The most common sources of dewirements are,naturally, at disturbances in the wire i.e. frogs,crossovers and breakers.The first two are supposed to be taken at a very slow speed,though the latter may occur on a fast stretch of road,and thus is passed over by the trolleybus at some speed.Breakers are marked in different towns by different signs,Bradford for example,have a disc hung on the span wire,Manchester on the other hand have white rings painted on the traction pole.When passing over a breaker the driver should take his foot off the accelerator so that the trolleybus is not taking current.If however,he forgets,a

to enthuiasts - this is known as 'blowing the breaker'. However this quickly burns away the piece of wood joining the running wire, along which the trolley runs. Breakers should be inspected regularly for such damage, but often are not as the system nears its end, and a very charred piece of wood has been known to fall out of the breaker after being blown for the umpteenth time, thus leaving a gap in the wire. Thus the following unsuspecting trolleybus will most probably leave the wires, and if travelling at some speed, with disastrous results.

Crossovers are usually of very solid construction, and thus only cause dewirements if taken at speed. Similarly frogs do not like fast speeds, but of course, much more can go wrong here. The hand operated frog is much the safest in this sense, their main fault being that conductors must remember to pull this fully - a young, weak conductress who just gives this a little tug, may just change the frog halfway, and the result can be imagined. At least with the hand-operated frog the conductor watches to see if the trolleys go onto the correct wire, wheras with the automatic frog the driver has to trust himself that he has done it correctly.

I am still frequently asked how automatic frogs are changed. There is a skate on the wire in front of the frog, sometimes some 20 or more yards before, sometimes almost on the frog itself. If the driver wishes the frog to remain at the position at which it is normally set he must pass under the skate without taking current i.e. with his foot off the accelerator. To fire the frog he must be taking current on passing under the skate. There are often, but not always, lights at the junction to show him if he has fired the frog or not, though on the Ashton system these were usually in such a position that his bus was passed the indicator box before his trolleys met the skate, which wasn't much help! Nearly every trolleybus driver has fired the frog when he shouldn't, or vice versa, for they are often situated at busy junctions, just where his attention is probably otherwise engaged, and this happened as recently as a trolleybus tour in Bradford last Sunday (17th. August) luckily noticed in time. The positioning of the skate varies as has been said, but in theory it should not be too close to the frog, as, like brekers, frogs can be 'blown' thus harming their wooden sections, and this is most likely to occur if the skate is immediately before the frog.

(To be continued

"Underwood's bus ran 25 minutes late, and their driver kept to the middle of the road so that the service bus could not pass"

"Underwood's conductress shouted 'right away' to the driver instead of using the bell"

"March 29th. - The licences on Underwood's buses expired on March 24th"

A Few excerpts from "A diary of Underwood's" dated 1924.

This, and other equally strange tales, are part of a series of buses in Sheffield in the 1920's, shortly to begin in 'M & T News'.

Inside this issue:

Sheffield Guys in Wartime
Stockport 'Misery Square'
Grimsby-Cleethorpes trolleybuses,
When a trolleybus dewires
etc. etc.